



Saxon Motor Car Corporation
Detroit, Mich.



Saxon "Six" Touring Car—Equipped with two-tone body and touring outfit, for desirable drive, one-man car, Collins coach-outlet drive system, and other standard, special, and extra features, including, but not limited to, electric horn, 22x3 1/2 inch tires—non-skid on wet roads, fash, pump and fuel set of tools. Price with complete equipment, \$855. J. A. B. Detroit

Saxon "Six" Has Proved Its Superiority

SAXON "Six" bases its claim to superiority in its price class simply on the splendid performance it has given in the hands of its owners.

There is no disputing the evidence gained by actual performance and from all parts of the world come the enthusiastic praises of the service and satisfaction given by this great car.

We believe the best automobile is that one which will give the greatest mileage with the greatest satisfaction.

Whether or not this mileage is gained with the greatest satisfaction is determined by economy, power, flexibility, easy riding qualities, speed and durability.

In selecting your car, have this big thought of mileage uppermost in your mind at all times, and remember:

- that Saxon "Six" consistently averages over 20 miles to the gallon of gasoline and 150 miles to the quart of oil;
- that the specially designed six-cylinder motor gives power sufficient to overcome all that can be reasonably expected of a car;
- that Saxon will idle "on high" as low as two miles an hour;
- that the cantilever springs and roominess of the body enable one to travel miles and miles with no sense of fatigue;
- that Saxon "Six" will pick up to 45 miles an hour from a standing start in less than two minutes;
- that Saxon "Six" has been subjected to every conceivable test for ruggedness and durability and has never failed to stand up.

Saxon "Six" is a wonderful performer, and we believe it is capable of giving the greatest mileage with the greatest satisfaction.



Saxon "Six" Roadster—Such three completely fully equipped with two-way steering and lighting system, five detachable tires, one-piece hub, cooling easily acting spare radiator, with chain drive, headlights, handbrake, handbrake, door attachment, electric horn, 22.5-hp. motor—available on one wheel, jack, pump and full set of tools. Price carefully specified, \$115. J. A. B. Detroit.

Saxon "Six" in World-Record Run from New York to 'Frisco

6 Days—18 Hours—10 Minutes

PRECISELY at 10:50 Saturday morning, July 15th, a Saxon "Six" swung through the doors of the New York Saxon salesroom, sped swiftly through the crowded traffic, crossed the ferry, and with its radiator turned to the west struck into a record-breaking speed.

The eager driver bore a message from Mayor Mitchel of New York to Mayor Roll of San Francisco.

One hundred miles farther on another Saxon "Six" driver took up the message and the race against time. So on and so on until the 38th Saxon "Six" in the Atlantic-Pacific relay race drew up at Mayor Roll's office in 'Frisco at 4:40 Saturday morning, July 22d.

The time was 6 days, 18 hours and 10 minutes—the fastest time ever made by automobile from New York to San Francisco over the Lincoln Highway.

A wonderful achievement, you say? Yes. But wait. If you would know just how remarkable this time really is

—Consider that all 38 of the cars participating were literally stock model Saxon "Sixes" with regular equipment. Not "tuned" or "doped" for racing purposes.

—Consider that 37 stops were made and precious time necessarily lost at each stop.

—Consider that the pilots were not professional racing drivers, but Saxon "Six" drivers.

—Consider that the schedule was carried through in less time than had been estimated would be necessary by the Saxon Motor Car Corporation.

—Consider that the terrific rate of speed at which it was necessary for each Saxon "Six" to be driven, made the wear and tear on each car equal to that of hundreds and hundreds of miles of ordinary motoring.

—Consider that not a single mechanical fault developed to delay the progress of this thrilling transcontinental trip.

—Consider that these Saxon "Sixes" met and surmounted every possible obstacle of road and weather. Through deep and heavy snow, over new-made country roads, across streams, and up rock-strewn mountain roads, across vast sun-baked stretches, these Saxon "Sixes" proved to the world their wonderful strength and stability.



Two-passenger, 4-cylinder Roadster—Fully equipped with special high grade engine Saxon type, quick acting steering column which correctly enclose the passenger compartment when needed, comprising windshield, door, hood, side lights, 28x3 1/2 inch tires, fuel, pump, and full set of tools. Price, fully equipped, \$595, f. o. b. Detroit

And now—with these things in mind, knowing the difficulties these Saxon "Sixes" had to overcome—you will know more clearly how remarkable is the time of 6 days, 18 hours and 10 minutes for this ocean-to-ocean dash, and you will realize more vividly than from any words what a truly wonderful motor car Saxon "Six" really is.

Yet, after all, the real lesson to be drawn from this does not concern itself with the time nor with the speed nor with the duration of the trip, but with the fact that these Saxon "Sixes" did no more than your Saxon "Six" can do.

Saxon Two-Passenger Specifications

MOTOR—15 h. p., L-head, four cylinders, cast en bloc, with crank case integral, 2 3/8" bore, 4" stroke.

FUEL—Gravity feed from 6-gallon gasoline tank, located under cowl.

IGNITION—Atwater-Kent.

OILING SYSTEM—Pump-circulating splash leading to main bearings.

COOLING—Thermo-syphon, cellular type radiator, fan.

BODY—Streamline, two-passenger. Seat 16" deep, 40" wide, 30" from heel board to dash. 18" door.

COLOR—Body, Acme Cadillac green; running gear and bonnet, black.

CONTROL—Left-hand steer. Center control. Throttle control by foot accelerator and hand control on dash.

TRANSMISSION—Sliding gear, selective type, three speeds forward, one reverse. Transmission mounted on rear axle. Hyatt roller bearings on main drive shaft and differential.

DRIVE—Shaft drive, one universal joint, concentric torque tube.

CLUTCH—Dry plate, five plate, steel on raybestos.

BRAKES—Two sets brakes on rear wheels. Service brake, 8" diam., lined with thermoid heat-proof material. Emergency brake, steel on steel, 7 1/4" diam. Emergency brake, 1 1/4" face. Service brake, 1 3/4" face.

SPRINGS—Cantilever type, front 22" long, 1 1/2" wide; rear 23" long, 1 1/2" wide; main leaf vanadium steel.

TREAD—Standard.

WHEELBASE—96".

TIRES—28" x 3" clincher.

WHEELS—28", best grade hickory.

EQUIPMENT—Top, windshield, two gas headlights, oil tail light, gas generator and bulb horn. Electric starting and lighting system, with Exide battery furnished on new cars for \$50 extra.

Saxon Roadster Rules Its Field

FROM the standpoint of performance, of operation economy and of feature attractions, Saxon Roadster can fairly be called one of the greatest automobile values in the world.

Saxon Roadster was designed to meet the demand for a two-passenger car. It was designed to give the longest life and the greatest number of miles of satisfactory service at the lowest cost.

In addition it was built with beauty in its body lines so that it might rank with its costlier competitors.

It met this demand for a two-passenger car and satisfied it so successfully that it became a car of national prominence immediately.

Despite the lowness of the price, fine materials were used in its construction. The best engineering ability devised each new development it adopted.

Saxon Roadster has gone through phase after phase of gradual improvement, passing from one to the other without a break in production.

Saxon Roadster presents a motor car value which you cannot afford to overlook. The extreme satisfaction it has given its thousands of owners is some indication of its ability to satisfy you.

Performance

The evidence gained by performance is indisputable. In our three years of operation, we have amassed an overpowering collection of this sort of evidence, and in our selling efforts have attempted to let these facts take preference over salesman's phrases.

Saxon cars have given such splendid satisfaction to owners and have performed so creditably in competitive events that we merely point to their performance as conclusive proof of the absolute rightness of the car.



SERVICE

The biggest thought we have in mind in talking to you is the service we are rendering in educating you to the merits of the Saxon car. We do not merely sell steel, wood and rubber made into an automobile. What we actually sell is mileage—service. We sell fresh air, sunshine, and the most valuable item in the world—time.

Prior to the advent of the automobile the farmer was not neighborized, city dwellers were confined to the city on days when the country was calling them, and those desiring to negotiate distances in a prompt and efficient manner were prohibited by lack of the proper vehicle.

The automobile is rendering a tremendous service to mankind, and this is the service we are selling.

We are firmly convinced the Saxon performs this service in the most advantageous manner and simply point to the splendid performance it has given in the hands of its thousands of owners for conclusive proof.

Saxon Roadster Rules Its Field

FROM the standpoint of performance, of operation economy and of feature attractions, Saxon Roadster can fairly be called one of the greatest automobile values in the world.

Saxon Roadster was designed to meet the demand for a two-passenger car. It was designed to give the longest life and the greatest number of miles of satisfactory service at the lowest cost.

In addition it was built with beauty in its body lines so that it might rank with its costlier competitors.

It met this demand for a two-passenger car and satisfied it so successfully that it became a car of national prominence immediately.

Despite the lowness of the price, fine materials were used in its construction. The best engineering ability devised each new development it adopted.

Saxon Roadster has gone through phase after phase of gradual improvement, passing from one to the other without a break in production.

Saxon Roadster presents a motor car value which you cannot afford to overlook. The extreme satisfaction it has given its thousands of owners is some indication of its ability to satisfy you.

Performance

The evidence gained by performance is indisputable. In our three years of operation, we have amassed an overpowering collection of this sort of evidence, and in our selling efforts have attempted to let these facts take preference over salesman's phrases.

Saxon cars have given such splendid satisfaction to owners and have performed so creditably in competitive events that we merely point to their performance as conclusive proof of the absolute rightness of the car.



SERVICE

The biggest thought we have in mind in talking to you is the service we are rendering in educating you to the merits of the Saxon car. We do not merely sell steel, wood and rubber made into an automobile. What we actually sell is mileage—service. We sell fresh air, sunshine, and the most valuable item in the world—time.

Prior to the advent of the automobile the farmer was not neighborized, city dwellers were confined to the city on days when the country was calling them, and those desiring to negotiate distances in a prompt and efficient manner were prohibited by lack of the proper vehicle.

The automobile is rendering a tremendous service to mankind, and this is the service we are selling.

We are firmly convinced the Saxon performs this service in the most advantageous manner and simply point to the splendid performance it has given in the hands of its thousands of owners for conclusive proof.